

(3) For single-engine airplanes, require no pilot action after completion of the engine starting phase of operations unless means are provided that unmistakably alert the pilot to take any needed action at least five minutes prior to the needed action; such pilot action must not cause any change in engine operation; and such pilot action must not distract pilot attention from essential flight duties during any phase of operations for which the airplane is approved.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23–7, 34 FR 13093, Aug. 13, 1969; Amdt. 23–43, 58 FR 18971, Apr. 9, 1993; Amdt. 23–51, 61 FR 5136, Feb. 9, 1996]

**§ 23.957 Flow between interconnected tanks.**

(a) It must be impossible, in a gravity feed system with interconnected tank outlets, for enough fuel to flow between the tanks to cause an overflow of fuel from any tank vent under the conditions in § 23.959, except that full tanks must be used.

(b) If fuel can be pumped from one tank to another in flight, the fuel tank vents and the fuel transfer system must be designed so that no structural damage to any airplane component can occur because of overfilling of any tank.

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964, as amended by Amdt. 23–43, 58 FR 18972, Apr. 9, 1993]

**§ 23.959 Unusable fuel supply.**

(a) The unusable fuel supply for each tank must be established as not less than that quantity at which the first evidence of malfunctioning occurs under the most adverse fuel feed condition occurring under each intended operation and flight maneuver involving that tank. Fuel system component failures need not be considered.

(b) The effect on the usable fuel quantity as a result of a failure of any pump shall be determined.

[Amdt. 23–7, 34 FR 13093, Aug. 13, 1969, as amended by Amdt. 23–18, 42 FR 15041, Mar. 17, 1977; Amdt. 23–51, 61 FR 5136, Feb. 9, 1996]

**§ 23.961 Fuel system hot weather operation.**

Each fuel system must be free from vapor lock when using fuel at its criti-

cal temperature, with respect to vapor formation, when operating the airplane in all critical operating and environmental conditions for which approval is requested. For turbine fuel, the initial temperature must be 110 °F, –0 °, +5 °F or the maximum outside air temperature for which approval is requested, whichever is more critical.

[Doc. No. 26344, 58 FR 18972, Apr. 9, 1993; 58 FR 27060, May 6, 1993]

**§ 23.963 Fuel tanks: General.**

(a) Each fuel tank must be able to withstand, without failure, the vibration, inertia, fluid, and structural loads that it may be subjected to in operation.

(b) Each flexible fuel tank liner must be shown to be suitable for the particular application.

(c) Each integral fuel tank must have adequate facilities for interior inspection and repair.

(d) The total usable capacity of the fuel tanks must be enough for at least one-half hour of operation at maximum continuous power.

(e) Each fuel quantity indicator must be adjusted, as specified in § 23.1337(b), to account for the unusable fuel supply determined under § 23.959(a).

[Doc. No. 4080, 29 FR 17955, Dec. 18, 1964; 30 FR 258, Jan. 9, 1965, as amended by Amdt. 23–34, 52 FR 1832, Jan. 15, 1987; Amdt. 23–43, 58 FR 18972, Apr. 9, 1993; Amdt. 23–51, 61 FR 5136, Feb. 9, 1996]

**§ 23.965 Fuel tank tests.**

(a) Each fuel tank must be able to withstand the following pressures without failure or leakage:

(1) For each conventional metal tank and nonmetallic tank with walls not supported by the airplane structure, a pressure of 3.5 p.s.i., or that pressure developed during maximum ultimate acceleration with a full tank, whichever is greater.

(2) For each integral tank, the pressure developed during the maximum limit acceleration of the airplane with a full tank, with simultaneous application of the critical limit structural loads.

(3) For each nonmetallic tank with walls supported by the airplane structure and constructed in an acceptable manner using acceptable basic tank